any freight in the extended ends, which will be built light and strong, and from their small internal area be economically divided into numerous water-tight compartments for safety, in addition to the compartments in the main body o the hull. The extended ends serve only for self buoyancy and buoyancy of the main body of the vessel, and to break, divert and disperse the solid impact and percussive force of heavy seas from the main body of the vessel and add to the safety of the vessel in case of collision or other accident, and chiefly to aid in opening a channel for the main bulky body of the vessel to move easily through, and to close t'e channel easily at the stern through which the bulky body of the vessel has passed when running rapidly.

One of the objects is to give easy curves and lines longitudinally on the sides of the vessel throughout the whole length of the ship, with light construction of the hull, and thus secure the least possible resistance to the vessel's rapid propulsion, and also support the light ends and main body of the vessel by their buoyancy.

The easy run of the vessel by this method, it is claimed, resembles the tail of a fish, easily closing the channel already cut so clearly forward. In scudding before a heavy gale and sea it is efficacious, and in steaming "head on" to a heavy sea the force of the swell is cut and broken before reaching the main body of the vessel.

The great additional buoyancy which the extensions give to the ends of the ship in this case, together with her great length, insures her resting of three or more swells, and thus the pitching motion is avoided. Stability is assured in part by the great beameighty feet moulded - comparatively being over fifteen feet wider than any ship now affoat, which, with the superior model for stability generally, insures a very slight minimum rolling motion Her ample room will also give to all classes of passengers superior accommodations.

The space occupied in this vessel for machinery, freight and passengers is embraced in the main body of the ves sel within the limits of the upper deck (700 feet), which in this case shows the hull, below the forward end of the deck, to be 3755 feet beam, where in any other model formed for speed there is no buoyancy or internal capacity and below the tern send of the deck it is 46 feet beam, thus gaining similar advantages there obtained a

A large, deep ocean vessel of ordi nary model, where the deck in all cases is larger than the load line of the vessel, and for speed is cut away sharp at the bow end and also cut away at the stern end, cut under for the rudder and further cut under for the propeller, with an overhang beyond all, with no material displacement of water and buoyancy under the same to support the useless, expensive, heavy and top heavy structure above, both at bow and stern, in addition to all disadvan tages, loads down the useful floating capacity of the main body of the vesse the same as so much paying freight the prospectus states.

In this type of vessel this is all avoided under similar conditions. The heavy seas pass over the projecting bow and stern un bstructed and with out resistance. The projecting end may be immersed in water a moment and when the sea talls away, either at the bow or stern, the water swashes off their upper fishback surfaces the same as it does from the back of a fish on rising above the water's surface.

The very low ends of this type of model of vessel above the load line with no top heavy structure and weight thereon, permits this style of vessel to be high above the water in its main body, not subject to be overflowed by heavy seas, and still have the vertical center of gravity at a very low point thus giving stability to the vessel is chief part by that element.

FARCICAL ROYALTY.

All the Modern Thrones of Europe are Stages.

No more striking evidence of the histrionic character of nineteenth century royalty could be afforded than that furnished by the recent silver wed ding festivities of King Humbert and Queen Margherita at Rome. Between the professional actors on the stage and the actors on the thrones there is, after all, little difference, except, perhaps, that the latter are more highly paid by the public than the former. The one class and the other invite the applause and the favor of the people on whose goodwill their existence mainly de pends. For whose sake, writes "Ex-Attache" in the New York Tribune, was the great medieval tournament organized at Rome on the occasion of the silver wedding of King Humbert Certainly not for his own amusement. but entirely for that of the masses; and in order to increase the popularity of the entertainment, as well as of the monarch who has had to defray the enormous expenses in connection there with, his son and several of the Princes of his house travestied themselves in fancy dress costumes of a by gone age and assumed the leading roles in the

For whose sake, too, was all the pomp and splendor displayed by the English court and by the Government in connection with the recent opening of the Imperial Institute in London if not for that of the people, who have long been complaining that owing to the rarity of the visits of the Queen to the metropolis and her pronounced aversion to state functions they do not get enough for the \$4,000,000 which they provide every year for her main tenance in the shape of a civil list? And, as if to emphasize the histrionic

(Concluded on Sixth Page,)

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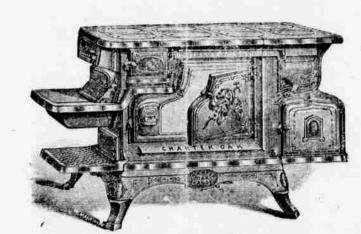
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